

STAT

Page Denied

STAT

CHINESE ECONOMY IN MOTOR FUELS
AND TRANSPORT SERVICES, JULY 1952

Jen-min Chiao-t'ung
Peiping, Sep 1952

[Summary: This report summarizes four articles published in the above-mentioned periodical on the drive to economize in the use of motor fuels and the reorganization of transportation facilities in China during the first half of 1952. The Shih-chia-chuang Transportation Company of Hopeh Province achieved economy in fuel consumption under the quota established by the Chinese government, by using a coal-wood mixture for charcoal generators. Mechanical adjustments reduced fuel consumption by the Anshan Transportation Company and the Shanghai Transportation Company.

Better trucking methods have reduced damage and packing costs in Mukden, Sian, and Pao-chi. In Yunnan Province, farmers and private business groups have organized horse and donkey transportation teams.

Fuel Cost and Consumption

The following table gives the relative cost and consumption of different fuels in July 1952 [presumably, for all China].

<u>Fuel</u>	<u>Fuel Consumption kg per km</u>	<u>Fuel Cost yuan per km</u>	<u>Fuel Cost Each Vehicle Each Year yuan per 30,000 km</u>	<u>Cost Ratio</u>
Coal	.40	126	3,780,000	1
Wood	.90	810	24,300,000	6.42
Charcoal	.55	880	26,400,000	6.98
Gasoline	.084	2,450	73,500,000	19.44

A carburetor adjustment enabled the An-shan Transportation Company to reduce gasoline consumption by 25 percent during the first half of 1952. A new type charcoal generator used on 118 vehicles by the Shanghai Transportation Company permitted a daily saving equal to 1,534 catties of rice to be made.

Vehicles of the Honan Transportation Company averaged 16.15 kilometers per gallon of gas. Vehicles that use gasoline have 20 percent more power and speed than those that use charcoal. In July 1952, gasoline prices had been reduced 25 percent over October 1951 in the Northeast Administrative Area.

Shih-chia-chuang Transport Company Saves 10 Million Yuan

The Shih-chia-chuang Transportation Company in Hopeh Province is following a new procedure in operating their coal-gas generators. A layer of clay is spread on the bottom of the generator cylinder and ashes are allowed to accumulate. Drivers are instructed to maintain a constant speed of between 20 and 24 kilometers per hour. A 3-7 mixture of wood to coal is used.

STAT

In July 1952, an undisclosed vehicle unit used 82.38 kilograms of wood per vehicle. This was 8.47 percent under the quota set by the Central People's Government and totaled 2,975 kilograms. Another vehicle unit used 43.63 kilograms of charcoal per 100 kilometers. This was a saving of 17.68 percent under the CPG quota and totaled 3,794 kilograms. A record of 32.14 kilograms per 100 kilometers was made by one vehicle unit.

Motor oil consumption by one department was 437 kilometers per gallon. This was a 9.25 percent or 17 gallon saving under the CPG quota. This new system saved 10,780,000 yuan.

Economy in Services

In Sian in the second quarter of 1952, a monthly average of 208 tons of coal and 8 tons of lime were saved by more careful driving and loading and unloading operations. In Mukden, a large trucking company reduced brick damage from 0.5 percent to 0.2 percent. In Pao-chi, Shensi Province, workmen devised a new method of stacking foodstuff on trucks that prevents mildew damage and requires 3,000 less hemp sacks per 1,100,000 catties of foodstuff.

Horses and Donkeys Important in Yunnan

The state-controlled trade organ in Yunnan Province has induced farmers and private business groups to use horses and donkeys in transportation teams. From February to May 1952, a private transportation organization in Mi-liao Hsien, I-liang Special District, used 200 horses and donkeys to transport 1,850,000 catties of rice to Meng-tzu and Ko-chiu. In the same period, Shih-tsung Hsien mobilized 52 ox carts and 350 horses and donkeys and transported 1,200,000 catties of rice to I'liang.

The Kuo-hei and T'ai tribes in Lan-tsang Hsien organized a transportation unit of 1,500 horses and donkeys. Special products were delivered to Ching-chu Hsien in exchange for a large quantity of salt.

The original fee of 8,000 yuan per day to rent a horse or donkey has increased to 10,000 yuan.

STAT